

Interesting Figures Relating to the Last Thirty-One Years.

The Canadian Manufacturer publishes an article on "Canadian Exports of Manufactures—the Record for Thirty-one Years," by George Johnson, official statistician of the Dominion. He makes a number of interesting statements in regard to Canada's export trade during that period. In thirty-one years, or since Canadian Confederation, up to June 30, 1898, it had reached a total value of \$2,464,000,000 (our total for the same period is \$22,000,000,000). During these thirty-one years Canada's best customer has been Great Britain. The latter took more than one-half of the whole, or \$1,260,565,663. Canada's next best customer was the United States, with a total of \$955,000,000. How great a lead these two countries have is made sufficiently clear when we know that the third customer in rank is the British West Indies, with a total in thirty-one years of only \$59,945,541. In 1868 Great Britain took only \$18,000,000 worth of Canada's products, while this figure had increased in 1898 to more than \$93,000,000. The United States in the same time has made a gain from \$22,000,000 to \$41,700,000 in 1898, which was high water mark, receding since then to \$34,400,000 in 1898. Therefore, while Canada's exports to Great Britain have increased 500 per cent., her exports to the United States have made a gain of only about 96 per cent. It is stated that about 41 per cent of Canada's exports were of manufactured goods; if the classification is the same in both countries a proportion considerably larger than this country can show during the same period. Upon investigation, however, we find that these figures are utterly misleading, as they take in such items as butter, cheese, wheat, flour and lumber, which in this country are not reckoned as manufactured goods at all. In thirty-one years Canada sent away \$218,341,262 worth of cheese and \$556,613,330 worth of wood "manufactures." These two items added together constitute seven-tenths of the total which Mr. Johnson curiously credits to Manufacturing Industries. While Canada sent only \$500,000 worth of cheese to Great Britain in 1868, this figure increased in 1898 to \$17,332,681. The exports of "manufactures of wood" to Great Britain in the same time increased from \$5,326,065 a year to \$14,663,954. As nearly as we can judge from Mr. Johnson's figures, the total value of the exports of what we in the United States call manufactures has increased in Canada from \$2,332,198 in 1868 to \$8,304,298 in 1898. The latter figure contrasts curiously with our total of \$338,000,000 for the exports of manufactured goods during the last fiscal year.

**Railroads.**

Potomac, Fredericksburg and Annapolis Railroad.

Schedule for 1899.

No. 1.	LV.	ARR.	No. 2.
8:00 a.m.	Fredericksburg	8:15 p.m.	White's
8:15 a.m.	White's	8:30 p.m.	Mine Road
8:30 a.m.	Mine Road	8:45 p.m.	Robey's
8:45 a.m.	Robey's	9:00 p.m.	Screamsville
9:00 a.m.	Screamsville	9:15 p.m.	Albion
9:15 a.m.	Albion	9:30 p.m.	Furnace
9:30 a.m.	Furnace	9:45 p.m.	Brook Road
9:45 a.m.	Brook Road	10:00 p.m.	Stephens
10:00 a.m.	Stephens	10:15 p.m.	Packer
10:15 a.m.	Packer	10:30 p.m.	New Hope
10:30 a.m.	New Hope	10:45 p.m.	Tinder
10:45 a.m.	Tinder	11:00 p.m.	Raynolds
11:00 a.m.	Raynolds	11:15 p.m.	Verdierville
11:15 a.m.	Verdierville	11:30 p.m.	La Fayette
11:30 a.m.	La Fayette	11:45 p.m.	Unionville
11:45 a.m.	Unionville	12:00 p.m.	Norton
12:00 a.m.	Norton	12:15 p.m.	Taylor
12:15 a.m.	Taylor	12:30 p.m.	Orange

Connections at Fredericksburg with R. F. & P. R. R. and Weems Steamboat Co. At Orange with Southern and Chesapeake & Ohio R. R.

The only line to the Chancellorsville and Wilderness Battlefield. Daily except Sunday. W. H. RICHARDS, Gen'l. Manager.

\*Train No. 2 leaves Orange the 4th Monday in each month at 3 p. m.

**C. & O. To Hot Springs.**

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The shortest and quickest route to the West.

The most direct and popular route to Old Point and Norfolk.

TRAINS LEAVE DOWELL, VA.

Sept. 15, 1899.

No. 5. No. 1. No. 3. No. 4. No. 6. No. 8. No. 10. No. 12. No. 14. No. 16. No. 18. No. 20. No. 22. No. 24. No. 26. No. 28. No. 30. No. 32. No. 34. No. 36. No. 38. No. 40. No. 42. No. 44. No. 46. No. 48. No. 50. No. 52. No. 54. No. 56. No. 58. No. 60. No. 62. No. 64. No. 66. No. 68. No. 70. No. 72. No. 74. No. 76. No. 78. No. 80. No. 82. No. 84. No. 86. No. 88. No. 90. No. 92. No. 94. No. 96. No. 98. No. 100.

Time marked daily except Sunday.

Pullman Sleeping Cars on Nos. 1 and 3 for Cincinnati and Louisville.

Parlor Car on No. 3 to Clinton Forge.

TRAINS LEAVE OLD POINT AND NORFOLK.

Sept. 15, 1899.

No. 5. No. 1. No. 3. No. 4. No. 6. No. 8. No. 10. No. 12. No. 14. No. 16. No. 18. No. 20. No. 22. No. 24. No. 26. No. 28. No. 30. No. 32. No. 34. No. 36. No. 38. No. 40. No. 42. No. 44. No. 46. No. 48. No. 50. No. 52. No. 54. No. 56. No. 58. No. 60. No. 62. No. 64. No. 66. No. 68. No. 70. No. 72. No. 74. No. 76. No. 78. No. 80. No. 82. No. 84. No. 86. No. 88. No. 90. No. 92. No. 94. No. 96. No. 98. No. 100.

For other information, address J. D. D. POTTS, A. G. & P. A., Richmond, Va.

**SOUTHERN RAILWAY.**

Schedule in Effect May 7, 1899.

Trains leave Washington, D. C.

8:01 A. M.—Daily for Danville, Charlotte and Waynesboro, connecting at Danville for Strasburg and Harrisonburg daily and for Lynchburg with the Norfolk and Western daily for Roanoke and Martinsburg.

8:30 A. M.—Daily for Lexington, Lexington Bridge daily; and Lexington daily, except Sunday, also connecting at Calverton for Warrenton and Paquet White Sulphur Springs.

11:15 A. M.—Daily—THE UNITED STATES FAST MAIL carries Pullman Sleepers New York and Washington to Jacksonville, uniting at Salisbury with Pullman Sleeper for Asheville and Hot Springs, N. C.; Knoxville, Chattanooga and Memphis, Tenn.; and at Charlotte with Pullman Sleeper for Augusta; Pullman Sleeper New York to New Orleans, connecting at Charlotte with sleeper for Birmingham and New Orleans through Birmingham and New Orleans through Bristol.

1:30 P. M.—Daily for Strasburg and Harrisonburg daily except Sunday.

4:30 P. M.—Daily, local for Charlottesville, connecting at Lexington for Warrenton and Paquet White Sulphur Springs.

9:30 P. M.—Daily, New York and Florida Express Pullman Buffet Sleeping Cars, New York and Washington to Tampa, via Savannah and Jacksonville, and to Augusta via Columbia with connection for Aiken, through South to Jacksonville.

9:50 P. M.—Daily, Washington and Chattanooga Limited, via Lynchburg, with sleepers, New York and Washington to Memphis and New Orleans through Bristol.

Through coach to Memphis, Ga. Parlor and Observation Car between Redford, Va., and Atlanta, Ala., serving all meals.

10:45 P. M.—Daily, "WASHINGTON AND SOUTH-WESTERN, VESTIBULED" composed of Pullman Vestibule Sleeping, Dining Cars and Day Coaches, Pullman Sleepers, New York to Nashville, Tennessee, Knoxville and Chattanooga, via Asheville, Knoxville and Chattanooga, New York to Memphis, via Birmingham and Montgomery, Pullman, Library and Observation Car between New York and Washington and Atlanta. Southern Railway Dining Car, Greensboro to Montgomery.

Leaves Richmond 11 P. M.

Trains on the Narrow Gauge reach Orange daily at 10:40 A. M.

Trains on the Southern Railway pass Orange daily as follows:

SOUTH BOUND—

1:33 P. M. 1:53 P. M. 7:45 P. M.

NORTH BOUND—

11:10 A. M. 6:22 P. M. 6:10 A. M.

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General Fitzhugh Lee on Cuba.

"Now, then, you want me to tell you something about Cuba. Well, it's one of the garden spots of the world. It's beautiful and it's valuable. And the people have all the elements in them of being a grand people. Now, of course, the United States is exercising a sort of military authority over them, but it is very light authority in the districts where the people want to be good and want to see good government. The military hand of the United States is as light as a feather where an endeavor toward good, honest government is apparent, but where insurrection threatens the United States forces present a mailed hand."—N. Y. Tribune.

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to and assure my friends, patrons and the buying public of my high appreciation of the cordial support they have given me. I have the largest and most complete line of GROCERIES carried by any house in Fredericksburg. They are bought at Rock Bottom Prices and will be sold at very small profits.

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Woman's Oil Grain, Lace, Climax, 3 to 8, 9 sets. Misses Veal Calf (tips on toes) Lace, 13 to 2, 7 sets.

Men's Boots, 6 to 11, at \$1.39. Boys' Boots, 1 to 6, at \$1.25. Children's Shoes at 50, 60 and 75 sets.

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In these glorious DEWEY mornings come.

When wise as SILY, there is no one;

But that can down a very SAMPSON;

To get a chance to buy these goods so handsome.

A great many of these goods were bought at Closing-out Sales, for much less than their value, and some of them will be sold for less than last year's prices. I have just purchased from the leading northern markets the newest styles in Ladies Dress Goods, Silks and Trimmings, Ladies' and Children's Cloaks and Capes. Excellent line of Outings, Percales, Gingham, and Calicoes. Big stock of Cassimeres, Kerseys, Ky. Jeans and Flannels. All kind of Cottons, sold close. Great bargains in White and Colored Blankets. All kind Underwear, great values. Trunks and Satchels, don't forget. Umbrellas, Corsets, and everything else needed in the Notion line, you can get at prices to suit, (prices close). Two large rooms full of carefully selected Dry Goods comprise my wholesale department. Country merchants please note this fact.

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We have just opened the largest and

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They are made on "Bull Dog" and in

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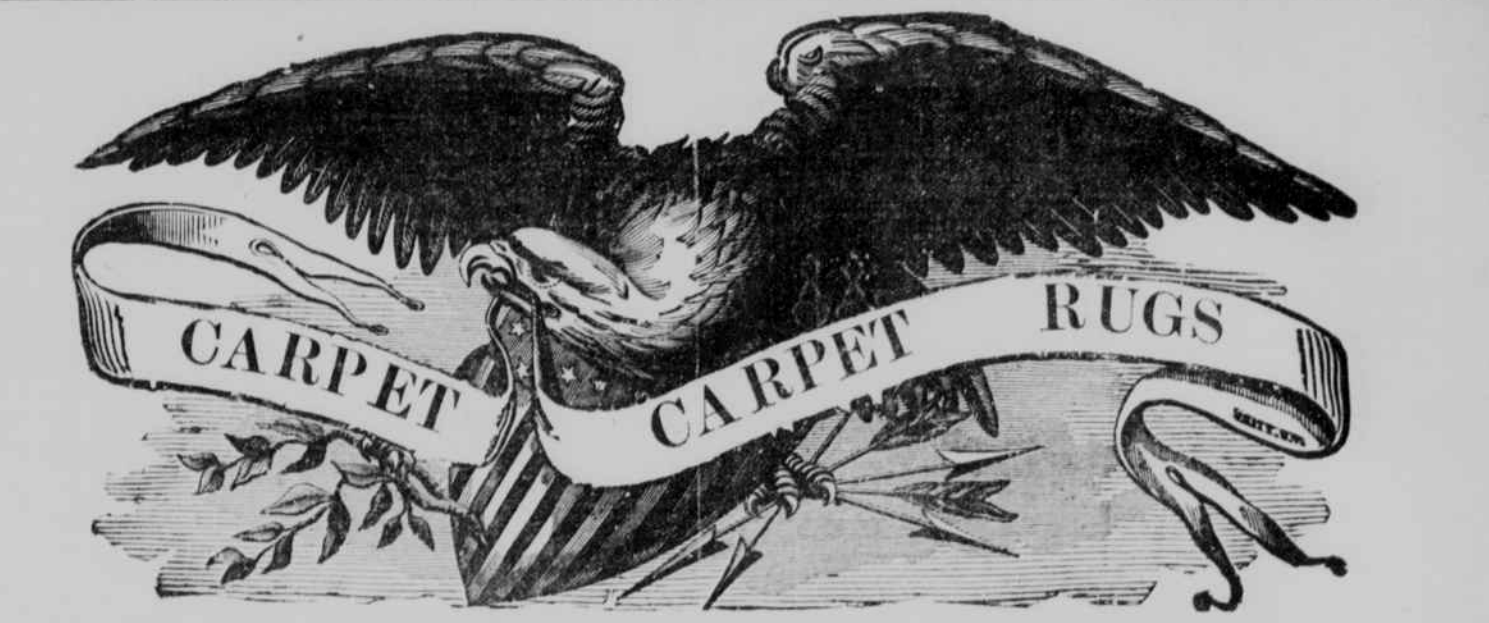
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NEBRASKA'S BIG CROP OF CORN.

Estimated Increase of 14,217,240 Bushels Over Previous Best Yield.

The annual crop review of the Bee, compiled from report of special correspondents in every county in Nebraska, shows that the corn crop of 1899 exceeds the record of the best previous years by 14,217,240 bushels. The crop of 1899 reaches the enormous figure of 244,125,093 bushels. The average yield per acre is 34.5 bushels, and the quality of the crop is excellent.

The wheat yield is below that of the last two years. This is due to the damage to the plant during the winter in the winter wheat district. The total yield is 29,333,914 bushels, an average of 11.4 per acre.

The oats crop amounts to 33,575,997 bushels, an average yield of 33.1. This is about an average with other years. The quality of the crop is for the most part good.

Our Wonderful Railroad Building. The New York Tribune says:

"Orders were given last week for no less than 305,000 tons of steel rails, the Pennsylvania Railroad Company alone calling for 105,000 tons."

"This happens at a time when the price of rails already much higher than for years past, has just been advanced by another \$4 a ton. It means a still further extension of our railroad system, though that system already covers more than 187,000 miles, against all Europe's 106,000 miles. We built 2,218 miles of railway during 1898 and are building more during the present year, with a prospect of still further increasing the mileage of extensions for a year to come, in spite of the really excessive price of rails and other materials."

"Yet this is not 'boom' extension. It is in no way resembles the wildcat railroad expansion that has several times brought disaster to the country and bankruptcy to railroads built before they were needed. For the returns show that our railroads were never before so prosperous, and the extensions now in contemplation have been conservatively planned to handle traffic that actually awaits them. There is here another and a most gratifying proof of the country's extraordinary prosperity."

What Throbbing Headache

Would quickly leave you, if you used Dr. King's New Life Pills. Thousands of sufferers have proved their matchless merit for Sick and Nervous Headaches. They make pure blood and strong nerves and build up your health. Easy to take. Try them. Only 25 cents. Money back if not cured. Sold by M. M. Lewis, Druggist.

The Natal Plateau.

The northern part of Natal, says the Privilege Journal, where the British and the burghers are fighting, is of an altitude almost even with that of the level eastern slope of Colorado. The plateau just to the south of the mountains is about 4,000 feet high, and the ridge which the Boers and Free States have just penetrated to close around the British garrisons is from 7,000 to 10,000 feet above the sea level. The railroad which runs north from Ladysmith into the Transvaal passes through several tunnels. As a rule, the climate there is always very healthy, and although the summer, which is now opening, brings plenty of rains and, in the mountains, snow and hail, the men of both armies ought to contend under tolerable weather conditions. None of the tropical diseases can waste the armies, which, barring their losses in battle, will probably conclude their work in better physical condition than when they first took the field. Lower down on the Natal plateau the current season is attended by an atmosphere which breeds a languor affecting all animal life. The Boers may not reach that belt, however, and the British army will probably not be allowed to go into cantonments there.

Boom in Virginia Ore Lands.

The boom in the iron business has sent iron ore lands skyward in Virginia, and ore lands are being held at fabulous prices. Preparations are being made to open mines in Bedford, in Smythe and other counties not worked for years. The mines are paying large prices for day labor, and as in many instances, the men have left the farms to enter the mines, it is stated that in Goose Creek Valley, a noted tobacco section, the women are saving the crops, while the men have gone to mining. The Bristol Furnace, which went into blast last week, with a capacity of 200 tons per day, has had to bank fires, owing to a gas explosion blowing the hopper and otherwise injuring the flanking chamber. Ten days will be required to repair.

A Frightful Blunder.

Will often cause a horrible Burn, Scald, Cold or Bruise. Bucklen's Arnica Salve, the best in the world, will kill the pain and promptly heal it. Cures Old Sores, Ulcers, Boils, Felons, Corns, All Skin Eruptions. Best Pile cure on earth. Only 25c a box. Cure guaranteed. Sold by M. M. Lewis, Druggist.

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